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1985 ESTIMATED GAS MILEAGE FIGURES

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EPA's 1985 Estimated Gas Mileage Figures

Fuel economy continues to improve for the fleet as a whole, according to the Environmental Protection Agency's 1985 model year mileage figures. Based upon projected 1985 model year sales and fuel economy estimates, the fleet average fuel economy for domestic and foreign passenger cars is expected to be 26.8 mpg. In 1984, the comparable estimate was 26.6 mpg.

This year's estimates have been revised to more accurately reflect fuel economy under both city and highway driving. The two number system for estimating fuel economy was adopted in response to Department of Energy consumer surveys. In these surveys, respondents indicated a preference for individual city and highway estimates, rather than the composite single average value previously published.

In addition, EPA said many drivers viewed the single estimate as a city value. While that estimate was a reasonable predictor of overall driving, it tended to overstate fuel economy achieved by an average driver in city driving. The following figures should be more in line with actual on-road fuel economy, according to EPA, and include all vehicles sold in the United States except California.

Under the revised method, EPA has mathematically adjusted mileage results obtained in the laboratory. The city estimate has been reduced by 10% and the highway by 22%.

MPG Cty	MPG Hwy	Make	Transmission	CID	Cyl.
		Two-Seaters			
21	27	Alfa R Spdr 2000 Vel	M5	120	4
23	28	Bertone X1/9	M5	91	4
16	23	Chevy Corvette	L4	350	8
16	22	Chevy Corvette	M4	350	8
25	30	Ford EXP	A3	98	4
25	35	Ford EXP	M5	98	4
23	34	Ford EXP	M5	98	4
28	31	Honda Civic Coupe	L3	91	4
31	38	Honda Civic Coupe	M5	91	4
49	54	Honda Civic Coupe HF	M5	91	4
17	22	Mazda RX-7	L4	70	2
17	23	Mazda RX-7	M5	70	2
16	23	Mazda RX-7	M5	80	2
16	18	Mercedes Benz 380SL	A4	234	8
16	19	Nissan 300ZX	A4	181	6
17	21	Nissan 300ZX	L4	181	6
17	23	Nissan 300ZX	M5	181	6
19	25	Nissan 300ZX	M5	181	6
20	23	Pininfarina Spdr	A3	122	4
23	28	Pininfarina Spdr	M5	122	4
25	31	Pontiac Fiero	L3	151	4
26	32	Subaru XT-DL	M5	109	4
		Mini-Compact Cars			
19	26	Alfa R GTV 2.5	M5	152	6
47	53	Chevy Sprint	M5	61	3
47	53	Pontiac Firefly*	M5	61	3
47	53	Suzuki SA310*	M5	61	3
23	25	VW Cabriolet	A3	109	4
24	29	VW Cabriolet	M5	109	4
		Sub-Compact Cars			
18	23	Audi Coupe GT	A3	136	5
19	25	Audi Coupe GT	M5	136	5
16	22	Audi Quattro	M5	131	5
24	27	Audi 4000S	A3	109	4
24	30	Audi 4000S	M5	109	4
18	22	Audi 4000 Quattro	M5	136	5
22	27	BMW 3-Series	L4	108	4
23	29	BMW 3-Series	M5	108	4
21	27	BMW 3-Series	L4	164	6
21	28	BMW 3-Series	M5	164	6
22	32	Chevy Camaro	L4	151	4
21	28	Chevy Camaro	M4	151	4
22	33	Chevy Camaro	M5	151	4
18	26	Chevy Camaro	L4	173	6
18	27	Chevy Camaro	M5	173	6
16	22	Chevy Camaro	L4	305	8
15	24	Chevy Camaro	M5	305	8
16	22	Chevy Camaro	L4	305	8
20	26	Chevy Cavalier Cnv	L3	173	6
18	23	Chevy Cavalier Cnv	M4	173	6
27	33	Chevy Chevette	L3	98	4
28	34	Chevy Chevette	M4	98	4
28	36	Chevy Chevette	M5	98	4
39	46	Chevy Chevette	D-M5	111	4
20	23	Chrysler Laser	A3	135	4
23	26	Chrysler Laser	A3	135	4
19	29	Chrysler Laser	M5	135	4
23	33	Chrysler Laser	M5	135	4
23	26	Chrysler Lebaron Cnv	A3	135	4
20	23	Chrysler Lebaron Cnv	A3	135	4
20	23	Chrysler Lebaron Cnv	A3	156	4
28	33	Dodge Charger	M4	97	4
31	40	Dodge Charger	M4	97	4
24	29	Dodge Charger	A3	135	4
21	30	Dodge Charger	M5	135	4
26	37	Dodge Charger	M5	135	4
19	29	Dodge Charger	M5	135	4
30	32	Dodge Colt	L3	90	4
37	41	Dodge Colt	M4	90	4
31	38	Dodge Colt	M5	90	4
24	26	Dodge Colt	L3	98	4
24	30	Dodge Colt	M5	98	4
19	24	Dodge Conquest	L4	156	4
19	24	Dodge Conquest	M5	156	4
20	23	Dodge Daytona	A3	135	4
23	26	Dodge Daytona	A3	135	4
19	29	Dodge Daytona	M5	135	4
23	34	Dodge Daytona	M5	135	4
20	23	Dodge 600 Cnv	A3	135	4
23	26	Dodge 600 Cnv	A3	135	4
20	23	Dodge 600 Cnv	A3	156	4
28	31	Ford Laser*	A3	91	4
30	31	Ford Laser*	M4	91	4
31	38	Ford Laser*	M5	91	4
21	25	Ford Mustang	A3	140	4
23	29	Ford Mustang	M4	140	4
19	22	Ford Mustang	L3	231	6
16	24	Ford Mustang	L4	302	8
24	30	Honda Accord	L4	112	4
27	33	Honda Accord	M5	112	4
38	42	Honda Civic	M4	82	4
26	28	Honda Civic	L3	91	4
30	34	Honda Civic	M5	91	4
23	30	Honda Prelude	L4	112	4
25	31	Honda Prelude	M5	112	4
24	25	Isuzu I-Mark	A3	111	4

(Continued on page 14)

EPA's Gas Mileage Figures

(Continued from page 12)

MPG Cty	MPG Hwy	Make	Trans-mission	CID	Cyl.
24	29	Isuzu I-Mark	M5	111	4
22	25	Isuzu Impulse	A4	119	4
22	28	Isuzu Impulse	M5	119	4
13	17	Jaguar XJ-S	A3	326	12
15	19	Jaguar XJ	A3	258	6
21	25	Lincoln Mercury Capri	A3	140	4
23	29	Lincoln Mercury Capri	M4	140	4
19	22	Lincoln Mercury Capri	L3	231	6
16	24	Lincoln Mercury Capri	L4	302	8
28	31	Mazda GLC	A3	91	4
30	31	Mazda GLC	M4	91	4
31	38	Mazda GLC	M5	91	4
30	33	Merc Benz 190	D-A4	134	4
31	39	Merc Benz 190	D-M5	134	4
19	22	Merc Benz 190	A4	140	4
19	27	Merc Benz 190	M5	140	4
23	30	Mitsubishi Cordia	M5	110	4
24	26	Mitsubishi Cordia	L3	122	4
25	32	Mitsubishi Cordia	M5	122	4
30	32	Mitsubishi Mirage	L3	90	4
37	41	Mitsubishi Mirage	M4	90	4
31	38	Mitsubishi Mirage	M5	90	4
24	26	Mitsubishi Mirage	L3	98	4
24	30	Mitsubishi Mirage	M5	98	4
19	24	Mitsubishi Starion	L4	156	4
19	24	Mitsubishi Starion	M5	156	4
23	30	Mitsubishi Tredia	M5	110	4
24	26	Mitsubishi Tredia	L3	122	4
25	32	Mitsubishi Tredia	M5	122	4
26	30	Nissan Pulsar/Pulsar-NX	L3	98	4
31	37	Nissan Pulsar/Pulsar-NX	M5	98	4
26	30	Nissan Sentra	L3	98	4
31	37	Nissan Sentra	M5	98	4
45	50	Nissan Sentra	D-M4	103	4
17	21	Nissan 300 ZX 2+2	L4	181	6
19	25	Nissan 300 ZX 2+2	M5	181	6
30	32	Plymouth Colt	L3	90	4
37	41	Plymouth Colt	M4	90	4
31	38	Plymouth Colt	M5	90	4
24	26	Plymouth Colt	L3	98	4
24	30	Plymouth Colt	M5	98	4
19	24	Plymouth Conquest	L4	156	4
19	24	Plymouth Conquest	M5	156	4
28	33	Plymouth Turismo	M4	97	4
31	40	Plymouth Turismo	M4	97	4
24	29	Plymouth Turismo	A3	135	4
21	30	Plymouth Turismo	M5	135	4
26	37	Plymouth Turismo	M5	135	4
22	32	Pontiac Firebird	L4	151	4
22	28	Pontiac Firebird	M4	151	4
24	34	Pontiac Firebird	M5	151	4
18	26	Pontiac Firebird	L4	173	6
18	27	Pontiac Firebird	M5	173	6
16	22	Pontiac Firebird	L4	305	8
15	24	Pontiac Firebird	M5	305	8
16	22	Pontiac Firebird	L4	305	8
23	29	Pontiac Sunbird Conv	L3	110	4
26	35	Pontiac Sunbird Conv	M5	110	4
27	33	Pontiac 1000	L3	98	4
28	34	Pontiac 1000	M4	98	4
28	36	Pontiac 1000	M5	98	4
39	46	Pontiac 1000	D-M5	111	4
23	31	Renault Fuego	M5	95	4
20	24	Renault Fuego	A3	132	4
23	31	Renault Fuego	M5	132	4
8	11	Rolls-Royce Corniche	A3	412	8
31	36	Subaru Hatchback	M4	97	4
23	25	Subaru Hatchback	L3	109	4
26	31	Subaru Hatchback	M5	109	4
23	26	Subaru XT	L3	109	4
23	25	Subaru XT	L3	109	4
25	30	Subaru XT	M5	109	4
25	32	Subaru XT	M5	109	4
23	27	Toyota Celica	A4	144	4
24	30	Toyota Celica	M5	144	4
19	24	Toyota Celica Supra	L4	168	6
20	24	Toyota Celica Supra	M5	168	6
27	34	Toyota Corolla Sport	L4	97	4
29	34	Toyota Corolla Sport	M5	97	4
26	29	Toyota Corolla Sport	M5	97	4
30	32	Toyota Tercel	A3	89	4
35	39	Toyota Tercel	M4	89	4
31	38	Toyota Tercel	M5	89	4
23	25	Volkswagen Scirocco	A3	109	4
24	29	Volkswagen Scirocco	M5	109	4

*Available in Puerto Rico only.

Compact Cars

MPG Cty	MPG Hwy	Make	Trans-mission	CID	Cyl.
20	26	BMW 5-Series	L4	164	6
20	25	BMW 5-Series	M5	164	6
16	24	Buick Riviera Cnv	L4	231	6
17	22	Buick Riviera Cnv	L4	307	8
24	31	Buick Skyhawk	L3	110	4
26	35	Buick Skyhawk	M5	110	4
23	32	Buick Skylark	L3	151	4
24	34	Buick Skylark	M4	151	4
20	27	Buick Skylark	L3	173	6
19	26	Buick Skylark	M4	173	6
20	26	Buick Skylark	L3	173	6
18	23	Buick Skylark	M4	173	6
24	32	Buick Somerset Regal	L3	151	4
20	26	Buick Somerset Regal	L3	181	6
20	26	Cadillac Cimarron	L3	173	6
18	23	Cadillac Cimarron	M4	173	6
16	22	Cadillac Eldorado Cnv	L4	249	8
18	23	Chevy Cavalier	M4	173	6
28	33	Dodge Omni	M4	97	4
31	40	Dodge Omni	M4	97	4
24	28	Dodge Omni	A3	135	4
21	30	Dodge Omni	M5	135	4
26	37	Dodge Omni	M5	135	4
19	29	Dodge Omni	M5	135	4
25	30	Ford Escort	A3	98	4
34	44	Ford Escort	M4	98	4
25	35	Ford Escort	M5	98	4
24	29	Ford Escort	A3	98	4
23	34	Ford Escort	M5	98	4
25	33	Ford Escort	M5	98	4
43	52	Ford Escort	D-M5	122	4
25	29	Ford Tempo	A3	140	4
25	34	Ford Tempo	M5	140	4
18	21	Thunderbird	A3	140	4
19	22	Thunderbird	L3	231	6
16	24	Thunderbird	L4	302	8
18	21	Merc Cougar	A3	140	4
19	22	Merc Cougar	L3	231	6
16	24	Merc Cougar	L4	302	8
25	30	Linc-Merc Lynx	A3	98	4
34	44	Linc-Merc Lynx	M4	98	4
25	35	Linc-Merc Lynx	M5	98	4
43	52	Linc-Merc Lynx	D-M5	122	4
24	28	Linc-Merc Topaz	A3	140	4
25	34	Linc-Merc Topaz	M5	140	4
24	28	Mazda 626	A3	122	4
26	32	Mazda 626	M5	122	4
36	42	Mazda 626	D-M5	122	4
22	25	Mer Benz 300D/300CD	A4	183	5
22	25	Mer Benz 300SD	A4	183	5
21	22	Mer Benz 300SD	A4	183	5
16	18	Mer Benz 380SE	A4	234	8
14	16	Mer Benz 500SEC	A4	303	8
19	24	Merkur XR4Ti	M5	140	4

(Continued on page 16)

EPA's Gas Mileage Figures

(Continued from page 14)

MPG Cty	MPG Hwy	Make	Trans-mission	CID	Cyl.
21	26	Mitsubishi Galant	L4	143	4
17	22	Nissan Maxima	L4	181	6
19	25	Nissan Maxima	M5	181	6
23	26	Nissan Stanza	L3	120	4
27	34	Nissan Stanza	M5	120	4
24	32	Olds Calais	L3	151	4
20	26	Olds Calais	L3	181	6
18	23	Olds Firenza	M4	173	6
20	20	Peugeot 505	A3	120	4
19	24	Peugeot 505	M5	120	4
18	24	Peugeot 505	M5	131	4
25	25	Peugeot 505	D-A3	152	4
28	33	Peugeot 505	D-M5	152	4
28	33	Plymouth Horizon	M4	97	4
31	40	Plymouth Horizon	M4	97	4
24	28	Plymouth Horizon	A3	135	4
26	37	Plymouth Horizon	M5	135	4
24	32	Pontiac Grand AM	L3	151	4
20	26	Pontiac Grand AM	L3	181	6
28	40	Pontiac Sunbird	M5	110	4
25	28	Renault Alliance/Encore	A3	85	4
31	35	Renault Alliance/Encore	M4	85	4
34	40	Renault Alliance/Encore	M4	85	4
31	38	Renault Alliance/Encore	M5	85	4
22	26	Renault Alliance/Encore	A3	105	4
29	36	Renault Alliance/Encore	M5	105	4
8	11	Rolls Royce Camargue	A3	412	8
18	21	Saab 900 Turbo	A3	121	4
18	23	Saab 900	A3	121	4
19	25	Saab 900	M5	121	4
21	28	Saab 900	M5	121	4
25	28	Subaru Sedan	L3	109	4
32	37	Subaru Sedan	M4	109	4
28	33	Subaru Sedan	M5	109	4
23	26	Subaru Sedan	L3	109	4
26	32	Subaru Sedan	M5	109	4
30	33	Toyota Camry	D-L4	112	4
27	32	Toyota Camry	L4	122	4
29	34	Toyota Camry	M5	122	4
28	32	Toyota Corolla	L3	97	4
28	34	Toyota Corolla	L4	97	4
30	37	Toyota Corolla	M5	97	4
34	36	Toyota Corolla	D-L3	112	4
38	47	Toyota Corolla	D-M5	112	4
19	24	Toyota Cressida	L4	168	6
20	24	Toyota Cressida	M5	168	6
37	46	VW GOLF/GTI	D-M5	97	4
24	27	VW GOLF/GTI	A3	109	4
27	34	VW GOLF/GTI	M5	109	4
26	32	VW GOLF/GTI	M5	109	4
37	46	VW Jetta	D-M5	97	4
37	42	VW Jetta	M5	97	4
23	27	VW Jetta	A3	109	4
24	27	VW Jetta	A3	109	4
26	32	VW Jetta	M5	109	4
27	34	VW Jetta	M5	109	4
33	38	VW Quantum (Turbo)	D-M5	97	4
18	22	VW Quantum	A3	136	5
19	24	VW Quantum	M5	136	5
17	21	Volvo DL/GL/Turbo	A4	130	4
17	22	Volvo DL/GL/Turbo	M4	130	4
23	28	Volvo DL/GL/Turbo	M4	141	4
		Mid-Size Cars			
17	22	Audi 5000S	A3	131	5
17	22	Audi 5000S	A3	136	5
19	25	Audi 5000S	M5	136	5
23	32	Buick Century	L3	151	4
18	25	Buick Century	L3	181	6
18	25	Buick Century	L4	181	6
18	25	Buick Century	L4	231	6
26	35	Buick Century	D-L3	263	6
19	24	Buick Regal	L3	231	6
17	24	Buick Regal	L4	231	6
18	23	Buick Regal	L3	262	6
18	27	Buick Regal	L4	262	6
23	31	Buick Regal	D-L3	263	6
16	24	Buick Riviera	L4	231	6
17	22	Buick Riviera	L4	307	8
20	28	Buick Riviera	D-L4	350	8
16	22	Cadillac Eldorado	L4	249	8
19	28	Cadillac Eldorado	D-L4	350	8
16	22	Cadillac Seville	L4	249	8
19	28	Cadillac Seville	D-L4	350	8
23	32	Chevy Celebrity	L3	151	4
24	31	Chevy Celebrity	M4	151	4
20	27	Chevy Celebrity	L3	173	6
19	27	Chevy Celebrity	L4	173	6
20	26	Chevy Celebrity	L3	173	6
19	28	Chevy Celebrity	L4	173	6
26	35	Chevy Celebrity	D-L3	263	6
23	32	Chevy Citation II	L3	151	4
24	34	Chevy Citation II	M4	151	4
20	27	Chevy Citation II	L3	173	6
19	26	Chevy Citation II	M4	173	6
20	26	Chevy Citation II	L3	173	6
18	23	Chevy Citation II	M4	173	6
18	23	Chevy Monte Carlo	L3	262	6
18	27	Chevy Monte Carlo	L4	262	6
16	22	Chevy Monte Carlo	L3	305	8
20	23	Chry Exec Sedan/Limo	A3	156	4
20	23	Chry Lebaron	A3	135	4
23	26	Chry Lebaron	A3	135	4
20	23	Chry Lebaron	A3	156	4
23	26	Chry Lebaron GTS	A3	135	4
20	23	Chry Lebaron GTS	A3	135	4
19	23	Chry Lebaron GTS	M5	135	4
23	33	Chry Lebaron GTS	M5	135	4
20	23	Chry New Yorker	A3	135	4
20	23	Chry New Yorker	A3	156	4
16	22	Chry Newport 5th Ave.	L3	318	8
24	29	Dodge Aries	A3	135	4
26	33	Dodge Aries	M4	135	4
25	33	Dodge Aries	M5	135	4
23	26	Dodge Aries	A3	135	4
20	24	Dodge Aries	A3	156	4
16	22	Dodge Diplomat	L3	318	8
23	26	Dodge Lancer	A3	135	4
20	23	Dodge Lancer	A3	135	4
19	29	Dodge Lancer	M5	135	4
23	34	Dodge Lancer	M5	135	4
23	26	Dodge 600	A3	135	4
20	23	Dodge 600	A3	135	4
20	23	Dodge 600	A3	156	4
21	25	Ford LTD	A3	140	4
19	22	Ford LTD	L3	231	6
16	24	Ford LTD	L4	302	8
23	29	Linc-Merc Continental	L4	149	6
16	23	Linc-Merc Continental	L4	302	8
23	29	Linc-Merc Mark VII	L4	149	6
16	23	Linc-Merc Mark VII	L4	302	8
21	25	Linc-Merc Marquis	A3	140	4
19	22	Linc-Merc Marquis	L3	231	6
16	24	Linc-Merc Marquis	L4	302	8
14	16	Mer Benz 500SEL	A4	303	8
23	32	Olds Cutlass Ciera	L3	151	4
18	25	Olds Cutlass Ciera	L3	181	6
18	25	Olds Cutlass Ciera	L4	231	6
26	35	Olds Cutlass Ciera	D-L3	263	6
19	24	Olds Cutlass Supreme	L3	231	6
23	31	Olds Cutlass Supreme	D-L3	263	6
17	22	Olds Cutlass Supreme	L3	307	8
17	24	Olds Cutlass Supreme	L4	307	8
21	29	Olds Cutlass Supreme	D-L3	350	8

MPG Cty	MPG Hwy	Make	Trans-mission	CID	Cyl.
17	22	Olds Toronado	L4	307	8
20	28	Olds Toronado	D-L4	350	8
20	23	Plymouth Caravelle	A3	135	4
23	26	Plymouth Caravelle	A3	135	4
20	23	Plymouth Caravelle	A3	156	4
16	22	Plymouth Gran Fury	L3	318	8
24	29	Plymouth Reliant	A3	135	4
26	33	Plymouth Reliant	M4	135	4
25	33	Plymouth Reliant	M5	135	4
23	26	Plymouth Reliant	A3	135	4
20	24	Plymouth Reliant	A3	156	4
19	24	Pontiac Bonneville	L3	231	6
16	22	Pontiac Bonneville	L3	305	8
16	22	Pontiac Bonneville	L4	305	8
19	24	Pontiac Grand Prix	L3	231	6
16	22	Pontiac Grand Prix	L3	305	8
17	24	Pontiac Grand Prix	L4	305	8
23	32	Pontiac 6000	L3	151	4
20	27	Pontiac 6000	L3	173	6
19	27	Pontiac 6000	L4	173	6
19	26	Pontiac 6000	L3	173	6
19	28	Pontiac 6000	L4	173	6
26	35	Pontiac 6000	D-L3	263	6
9	10	Rolls Sil Spirit	A3	412	8
19	22	Volvo 740/760	A4	141	4
22	25	Volvo 740/760	L4	141	4
23	28	Volvo 740/760	M4	141	4
19	25	Volvo 740/760	M4	141	4
18	23	Volvo 740/760	A4	174	6

Large Cars

18	25	Buick Electra	L4	181	6
19	26	Buick Electra	L4	231	6
22	32	Buick Electra	D-L4	263	6
17	21	Buick LeSabre	L3	231	6
17	24	Buick LeSabre	L4	307	8
20	28	Buick LeSabre	D-L4	350	8
16	22	Cad. Fltwd Brougham	L4	249	8
20	28	Cad. Fltwd Brougham	D-L4	350	8
17	24	Cad. DeVille-Fltwd	L4	249	8
22	32	Cad. De Ville-Fltwd	D-L4	263	6
16	22	Cad. Limousine	L4	249	8
18	24	Chevy Impala/Caprice	L3	262	6
18	24	Chevy Impala/Caprice	L4	262	6
17	24	Chevy Impala/Caprice	L4	305	8
21	29	Chevy Impala/Caprice	D-L3	350	8
21	30	Chevy Impala/Caprice	D-L4	350	8
16	23	Ford LTD Cr. Vic.	L4	302	8
16	23	Linc-Merc Gr Marquis	L4	302	8
16	23	Linc-Mercury Town Car	L4	302	8
17	21	Olds Delta 88	L3	231	6
17	24	Olds Delta 88	L4	307	8
21	29	Olds Delta 88	D-L3	350	8
21	30	Olds Delta 88	D-L4	350	8
18	25	Olds Ninety-Eight	L4	181	6
19	26	Olds Ninety-Eight	L4	231	6
22	32	Olds Ninety-Eight	D-L4	263	6
18	24	Pontiac Parisienne	L3	262	6
18	27	Pontiac Parisienne	L4	262	6
17	24	Pontiac Parisienne	L4	305	8
21	29	Pontiac Parisienne	D-L3	350	8
21	30	Pontiac Parisienne	D-L4	350	8

Small Station Wagons

24	31	Buick Skyhawk Wagon	L3	110	4
26	35	Buick Skyhawk Wagon	M5	110	4
18	23	Chevy Cavalier Wagon	M4	173	6
23	25	Dodge Colt Vista	L3	122	4
24	30	Dodge Colt Vista	M5	122	4
25	30	Ford Escort Wagon	A3	98	4
25	35	Ford Escort Wagon	M5	98	4
24	29	Ford Escort Wagon	A3	98	4
25	33	Ford Escort Wagon	M5	98	4
26	28	Honda Civic Wagon	L3	91	4
30	34	Honda Civic Wagon	M5	91	4

MPG Cty	MPG Hwy	Make	Trans-mission	CID	Cyl.
25	30	Linc-Merc Lynx Wagon	A3	98	4
25	35	Linc-Merc Lynx Wagon	M5	98	4
22	23	Mazda GLC Wagon	A3	91	4
25	29	Mazda GLC Wagon	M4	91	4
25	30	Mazda GLC Wagon	M5	91	4
23	25	Mitsubishi Space Wagon*	L3	122	4
17	22	Nissan Maxima Wagon	L4	181	6
26	30	Nissan Sentra Wagon	L3	98	4
31	37	Nissan Sentra Wagon	M5	98	4
18	23	Olds Firenza Cruiser	M4	173	6
23	25	Plymouth Colt Vista	L3	122	4
24	30	Plymouth Colt Vista	M5	122	4
24	31	Pontiac Sunbird Wagon	L3	110	4
26	35	Pontiac Sunbird Wagon	M5	110	4
20	24	Renault 181 Wagon 2.2	A3	132	4
23	31	Renault 181 Wagon 2.2	M5	132	4
24	28	Subaru Wagon	L3	109	4
28	32	Subaru Wagon	M5	109	4
23	26	Subaru Wagon	L3	109	4
25	31	Subaru Wagon	M5	109	4
29	31	Toyota Tercel Wgn 2WD	A3	89	4
31	37	Toyota Tercel Wgn 2WD	M5	89	4
24	25	Toyota Tercel Wgn 4WD	A3	89	4
27	32	Toyota Tercel Wgn 4WD	M5	89	4
33	38	VW Quantum Wagon	M5	97	4
22	25	VW Quantum Wagon	A3	109	4
25	31	VW Quantum Wagon	M5	109	4

*Available in Puerto Rico only.

Mid-Size Station Wagons

17	22	Audi 5000S Wagon	A3	136	5
19	25	Audi 5000S Wagon	M5	136	5
17	23	Buick Century Wgn.	L3	181	6
18	25	Buick Century Wgn.	L4	181	6
18	26	Buick Century Wgn.	L4	231	6
26	35	Buick Century Wgn.	D-L3	263	6
23	32	Chevy Celebrity Wgn.	L3	151	4
24	31	Chevy Celebrity Wgn.	M4	151	4
18	24	Chevy Celebrity Wgn.	L3	173	6
18	25	Chevy Celebrity Wgn.	L4	173	6
19	25	Chevy Celebrity Wgn.	L3	173	6
19	27	Chevy Celebrity Wgn.	L4	173	6
26	35	Chevy Celebrity Wgn.	D-L3	263	6
20	23	Chry Town & Country Wgn.	A3	135	4
20	23	Chry Town & Country Wgn.	A3	156	4
21	26	Dodge Aries Wgn.	A3	135	4
26	33	Dodge Aries Wgn.	M4	135	4
25	33	Dodge Aries Wgn.	M5	135	4
23	26	Dodge Aries Wgn.	A3	135	4
20	23	Dodge Aries Wgn.	A3	156	4
19	22	Ford LTD Wgn.	L3	231	6
19	22	Linc Merc Marq. Wgn.	L3	231	6
22	25	Mer-Benz 300TD	A4	183	5
21	22	Mer-Benz 300TD	A4	183	5
17	23	Olds Cutl Cruis Wgn.	L3	181	6
18	26	Olds Cutl Cruis Wgn.	L4	231	6
26	35	Olds Cutl Cruis Wgn.	D-L3	263	6
20	20	Peugeot 505 Wgn.	A3	120	4
19	24	Peugeot 505 Wgn.	M5	120	4
25	25	Peugeot 505 Wgn.	D-A3	141	4
21	26	Plymouth Reliant Wgn.	A3	135	4
26	33	Plymouth Reliant Wgn.	M4	135	4
25	33	Plymouth Reliant Wgn.	M5	135	4
23	26	Plymouth Reliant Wgn.	A3	135	4
20	23	Plymouth Reliant Wgn.	A3	156	4
18	24	Pontiac 6000 Wgn.	L3	173	6
18	25	Pontiac 6000 Wgn.	L4	173	6
19	25	Pontiac 6000 Wgn.	L3	173	6
19	27	Pontiac 6000 Wgn.	L4	173	6
26	35	Pontiac 6000 Wgn.	D-L3	263	6
19	24	Toyota Cressida Wgn.	L4	168	6
17	21	Volvo DL/GL Turbo Wgn.	A4	130	4
17	22	Volvo DL/GL Turbo Wgn.	M4	130	4
23	28	Volvo DL/GL Turbo Wgn.	M4	141	4

100 Agencies Attend:

NAFA's Annual Law Enforcement Seminar

Representatives of nearly 100 law enforcement agencies from states, cities, and counties in the United States and Canada gathered in Memphis, Tennessee, last month for the 16th annual seminar/workshop of the National Association of Fleet Administrators, Inc., Law Enforcement Group.

The three day program consisted of presentations by the automobile makers on their 1985 police vehicle specificiations and service workshops in which they answered questions about specific problems facing police agencies. Allan J. Spence, director, State Budget Control Board, South Carolina Division of Motor Vehicles; John F. West, purchasing agent/motor pool administrator, Genesee County, Michigan, and Thomas P. Vaid, fleet administrator, Cook County (Illinois) Sheriff's Police Department, served as moderators for the workshops.

Agency Workshops by Size

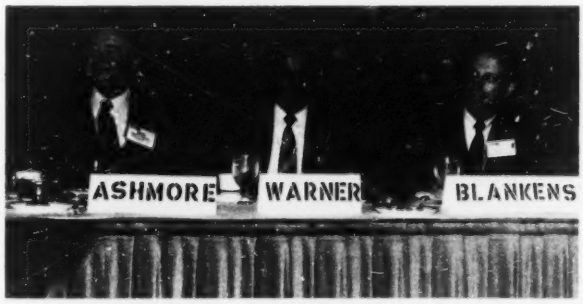
Following the vehicle workshops, there were a series of workshops for the police agencies. Robert Cline, Illinois State Police, chaired the state police/highway patrol workshop. The large city and county department session was led by Michael F. Rosenberger, manager, bureau of fleet management, Portland, Oregon. The medium-sized city and county workshop was chaired by Don Bouchie, superintendent of garages, Charleston, South Carolina, Police Department. The small city group meeting was under the leadership of Jerry Robb, fleet manager, Lincoln (Nebraska) Police Department.

The third segment of the program consisted of a series of presentations on "How to Remember Easily," "Driver Training & Safety," "After Market Fuel Devices — Do They Work?" "The Computerized Vehicle," and a "Maintenance Review."

Billy Burden, president, Billy Burden School of Memory and Attitude, opened the conference, with an electrifying display of memory and learning techniques which, he said, would enable everyone who mastered them to do a better job in handling his or her management responsibilities and personal life.

Driver Training

Dr. Rod Dobey, associate professor, The Center for Driver Education and Safety, St. Cloud University, St. Cloud, Minnesota, spoke on driver training and safety. Dr. Dobey pointed out that the key to safe driving is an understanding of the basic dynamics of a vehicle and an awareness of both the car and the driver's limitations. The fundamentals, he said, are steering, braking, and acceleration. He reported that the Center had trained 190 members of the Minnesota Highway Patrol



Captain David Ashmore, Memphis Police Department; Deputy Chief Fred Warner, Memphis Police Department; and Major Joe Blankenship, Tennessee Department of Public Safety, open the seminar with the annual breakfast/business meeting.

Jerry Robb, Lincoln Police Dept.

Dr. Rod Dobey, Center for Driver Education and Safety

who had a 26 percent reduction in accidents; a control group of 250 officers who were observed, but not trained, had a three percent reduction. He claimed that "attitude is the father of the action, and a trained employee is an asset, while an untrained employee is a liability." Dr. Dobey pointed out that, in an emergency, a driver can do one of three things — do nothing, do the proper thing, or over-react. It is training that makes it possible for the driver to do the right thing and avoid accidents.

After Market Fuel Devices

Stanley Syria, an engineer with the U.S. Environmental Protection Agency, presented a detailed report on a wide variety of after market fuel devices and released data on the ones that did and did not improve fuel economy. The list, released by Syria, was published in the August 1984 issue of ***NAFA Bulletin.***

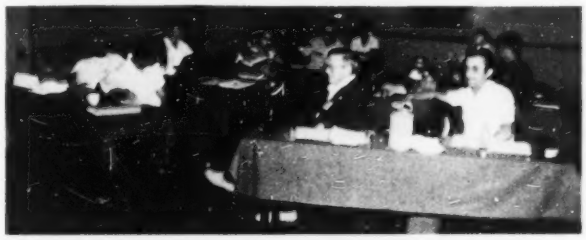
Passive Restraint Systems

A presentation on passive restraint systems was led by Leonard Lann of the National Highway Traffic Safety Administration, Washington, D.C. He was assisted by David Romeo of Romeo Koyjo, Phoenix, Arizona, manufacturer of a retrofit "air bag" system now being installed by a number of state police agencies. Lann said the passive restraint system was effective in reducing injuries but was of the greatest value only when used in conjunction with the three point belt restraints already installed in all new cars. One of the highlights of the session was a panel discussion with representatives of six state agencies who had installed some of the retrofit systems on test cars. Participating in the panel were:

Donald Bloedow, Wisconsin State Patrol; Thomas Cochran, Arizona Department of Public Safety; Ken Dukes, Mississippi Highway Patrol; Jay Emery, California Highway Patrol; Roger

(Continued on page 20)

Norman Halem, president, Halem Industries, his wife, Beverly, and Stanley Syria, engineer, EPA, discuss after market fuel devices.



Attendees listen to the advantages of using the three-point belt restraint system.

Michael Rosenberger, manager, bureau of fleet management in Portland, Oregon, chairs large city and county department workshop.

State Police Operating Expense Survey

Agency	Cars in Fleet	Fleet Composition						Average Miles Per Month	Operating Expense Per Mile		
		Compact	Mid-Size	Large	4 cyl	6 cyl	8 cyl		Compact	Mid-Size	Large
A	498	—	34	464	19	15	464	1868	—	—	.1156
B	1004	72	26	906	21	77	906	1500	.1118	.223	.266
C	1350	50	16	1284	—	—	1350	2400	.1016	.11	.125
D	375	—	—	375	—	—	375	2500	—	—	.12
E	408	6	—	402	—	—	408	2193	.0844	—	.1016
F	1000	—	20	980	12	8	980	3000	—	—	.1199
G	548	55	—	493	55	—	493	1517	.0822	—	.0962
H	752	24	—	728	24	—	728	1578	.09	—	.15
I	1291	26	208	1057	26	125	1140	—	—	—	—
J	744	—	—	744	—	—	744	2730	—	—	.1270
K	200	—	—	200	—	—	200	1482	—	—	.14
L	164	12	—	152	—	—	164	1800	.11	—	.136
M	232	32	31	169	32	—	200	1467	.09	.14	.17

Law Enforcement Seminar

(Continued from page 19)

Landas, Ohio State Highway Patrol, and Paul Twigg, Maryland State Police.

The Computerized Vehicle

John Wilhelm, vice president, Dart & Kraft Financial Corporation, offered a comprehensive review of the development of the computer to improve vehicle performance in two areas -- reduce emissions and provide better fuel economy to meet government standards.

He pointed out that, "The computerized vehicle is an amazing marriage between the electronic wizardry that carried man to the moon and the mechanical evolution of the horseless carriage that has given us our chief source of mobility for over eight decades."

Wilhelm said many more uses for on-board computers were coming, some in the very near future. They would include preventive maintenance reminders and sensors, transmission shift controls, navigation and safety, including automatic braking, and a whole host of convenience factors.

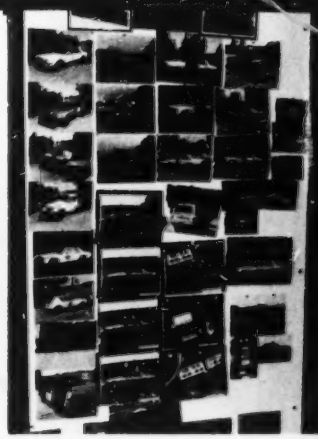
Maintenance Review

The final presentation of the conference was made by Joe Alacchi, NAFA's technical service consultant. He reviewed the operation of NAFA's Maintenance "Hot Line" and the types of problems fleet managers were called on to solve. He urged the fleet managers to have their car operators use the 10 minute walk-around inspection form developed by the Association's Maintenance Committee.

NAFA's Feature Dog Race

For a lighter touch, the group enjoyed an evening at the dog races in West Memphis, Arkansas, where the feature race of the evening was named the "NAFA Handicap" in honor of the Association's Law Enforcement Group.

Joe Alacchi stresses the 10-minute walk-around vehicle inspection.



Photos of the police department's marked vehicles.

John West, Genesee County, Michigan, visits with an exhibitor at NAFA's Fleet Fair.

The City of Memphis Police Department and the Tennessee Highway Patrol served as hosts for the annual seminar/workshop. The program was developed and led by the Law Enforcement Group's chairman, Deputy Chief I.B. Pickett of the New Mexico State Police.

The 1985 seminar/workshop will be held in Salt Lake City, Utah, with the Utah Highway Patrol serving as hosts. The 1985 meeting will coincide with the 50th or Golden Anniversary of the founding of the Utah Highway Patrol and the NAFA Law Enforcement Group has been invited to participate in the celebration of the force's founding. The conference will be held during the first week in August 1985. ■

Managers (far left) and Hostess (far right) of the Southland Greyhound Park join (l-r): Allan Spence, director, South Carolina State Budget Control Board; Helen Bland, fleet manager, Hallmark Cards, and NAFA's First Vice President; John West, Genesee County, John Costello, Ford Motor Co.; Dog's owner; Patrick Sheehan, corporate fleet manager, Baxter Travenol Laboratories, and NAFA President; Robert Berke, NAFA's Executive Director, and I.B. Pickett, Jr., deputy chief, New Mexico State Police and Chairman of the conference, with "Jolly Tight" winner of the 10th race named in honor of NAFA's Law Enforcement Group.

Canadian Fleets Report:

47% of New Car Orders Will Be for Compacts

Part II of NAFA's New Car Acquisition Survey focuses on what Canadian members plan to order for the 1985 model year. It appears that compacts are the most favored size, while cruise control is becoming more and more popular as an option ordered for all units. For an additional look at what the Canadians are doing, refer to page 54 for the result of an informal survey conducted among members of NAFA's Ontario Chapter.

The Canadian segment of NAFA's annual new car acquisition survey consists of 24 fleets operating 5,537 passenger cars (782 company-owned, 4,755 leased). Of the leased cars in these Canadian fleets, 84 percent are finance leased; nine percent use a net lease, and seven percent are under a maintenance lease.

The current composition of these fleets is three percent sub-compacts; 47 percent, compact cars; 43 percent, mid-size cars, and seven percent large cars. During the 1984 model year they acquired 1,847 new vehicles. They plan to acquire 1,831 new cars during the 1985 model year.

Average Fleet — 231 Cars

A composite picture of the participating Canadian fleets would show an average fleet to consist of 231 cars. Seven are sub-compacts; 109 are compacts; 99 are mid-size units, and 16 are large cars.

The new car acquisitions of the Canadian fleets will be sub-compacts, two percent; compacts, 47 percent; mid-size cars, 43 percent, and large cars, eight percent.

Only three percent of the 1985 new car orders will be for bottom-of-the-line models; 56 percent will be for middle-line cars, and 41 percent for top-of-the-line cars. Seventy-two percent of the new car orders will be for four-door sedans; station wagons and two-door sedans will each account for 12 percent of the new car orders. Three-door hatchbacks will get two percent of the new car orders. New generation vans will be ordered by four fleets, but they will account for only one percent of the new car orders. Five-door hatchbacks and sport models were mentioned, but each type will account for less than one-half of one percent of the new car orders.

Two fleets in the group report they are planning major changes in their acquisition plans for 1985. One fleet is switching back to large cars, while the other is switching from mid-size cars to compacts.

Nine fleets in the Canadian group say they have some imports currently in service — less than 100 units — and three fleets plan to acquire imports during the 1985 model year. Only two fleets plan to acquire any specialty models in the new model year.

The vast majority of Canadian fleets are staying with their current policies in regard to engine use, transmissions, and air conditioning. One fleet is switching to four-cylinder engines; one other fleet is planning to equip its four-cylinder compacts with manual transmissions, while another fleet is moving towards air conditioning (at the present time only two percent of its vehicles are air conditioned, but all its 1985 acquisitions will be equipped with air conditioning).

Cruise Control Popular

The Canadian cars are well equipped, with cruise control becoming more and more popular as an option ordered on all units. For example, of the 11 fleets ordering large cars, eight will install cruise control on all units. Among fleets ordering mid-size cars, eight of 22 fleets will equip all new cars with this option. Of the 18 fleets ordering compacts, seven fleets will equip all vehicles with cruise control.

In general, the Canadian fleets are following the same basic pattern in engine use. The majority of those who use sub-compacts and compacts equip them with four-cylinder engines; most order their

(Continued on page 36)

Summary of Options on All Cars
Canadian Fleets

Equipment	Large (11)	Mid-Size (22)	Compact (18)	Sub-Compact (4)
AM/FM Radio	9	12	9	1
Power Disc Brakes	*	22	16	2
Power Steering	*	21	16	2
Automatic Transmission	*	19	16	3
Steel Belted Tires	9	17	14	3
Air Conditioning	10	17	12	3
Tinted Glass	9	15	11	2
Vinyl Roof	4	3	1	—
Tilt Wheel	5	3	3	—
Power Door Locks	6	3	—	—
Power Windows	8	3	1	—
Cruise Control	8	8	7	1

Note: The number in ( ) under the car size category is the number of fleets ordering that type vehicle. The number alongside the item of equipment indicates the number of fleets that order the specific item as standard equipment at no cost to the operator on each vehicle in that class.

Canadian Fleets Report

(Continued from page 32)

mid-size cars with six-cylinder engines, and the large cars are equipped with V-8's. One fleet, however, noted that it prohibited the use of eight-cylinder engines.

Car Assignment

Of the 24 fleets participating in the survey, 19 permit the assigned car operator to choose the make of car desired; 12 allow a choice of model. Three fleets give the operator permission to select the engine; three also permit a choice of transmission. Thirteen fleets give the operator a choice of accessories — at the employee's expense. One fleet limits the value of additional equipment to $250 worth. Five fleets give the operator no voice in fleet car selection.

Twenty-one of the 24 fleet managers participating in the survey said they are responsible for the acquisition of corporate vehicles assigned to executives. Only two fleet managers say they acquire pool cars, and only two of the 24 say they purchase personally owned cars for executives in their companies.

In rating the factors in determining vehicle selection, the Canadian fleet managers rated "Initial Cost" as the most important. "Economy of Operation" and "Depreciation/Resale Value" were tied for second, with "Serviceability," ranked fourth. "Prestige" and "Fringe Benefit" were fifth and sixth in the NAFA scale, far below the other four factors. ■

Considering Risks

(Continued from page 30)

research agenda, the agency is primarily establishing areas of pursuit. This pursuit will take the form of further data collections and analysis, research, and demonstrations. Only after the subsequent research has been completed can a decision be made on the course of action to be adopted.

Although the agency clearly expects its research to be fruitful, it does not presuppose this outcome, and the results may lead to a cessation of activity or the discovery of a more effective alternative. Thus, it must be remembered that NHTSA's safety priorities are based on the knowledge at hand and that specific courses of action will become clearer as the research development activities progress.

Using this approach, NHTSA has produced a program which has reduced the risk of travel in this country. Although NHTSA's precise contribution cannot be quantified, certainly cars and travel have become safer in the past 15 years, due to the efforts of everyone involved in traffic safety. However, although the risk of travel is not significantly increasing, the actual number of deaths from motor vehicle accidents is expected to be driven upward by more drivers, more vehicles, and an expanded economy. The challenge for NHTSA, the automotive industry, and all groups associated with traffic safety is to work together to make the nation's safety programs even more effective and to reduce the risk of harm for highway travelers in this country. ■

[1] *Accident Facts*, 1983 edition, National Safety Council, p. 49.

[2] "An Assessment of the 1982 Traffic Fatality Decrease," James Hedlund, et. al., presented at Transportation Research Board Human Factors Workshop, Washington, D.C., January 15, 1984.

[3] "Traffic Safety Trends and Forecast," DOT HS 806 479, October 1983.

[4] "The Economic Cost to Society of Motor Vehicle Accidents," DOT HS 806 342, January 1983.

[5] "A Search For Priorities in Crash Protection," A.C. Malliaris, et. al., SAE 820242.